THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir

(b) and (c) The improvement in port performance, productivity and operations is a continuous process. All major ports take necessary steps from time to time to improve their performance, productivity and operations

**National Workshop on Road Safety Management**

6314. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a National Workshop on Road Safety Management was organised recently; and

(b) if so, the subjects discussed and the measures recommended by the experts and the participants?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir

(b) Does not arise

**Setting up of Rest Areas Along Highways**

6315. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have discussed with the State Transport Ministers the policy of creating Rest Areas, alongside major roadways and highways;

(b) if so, details of such discussions;

(c) whether there are any proposals to establish Rest Areas for long-distance road users in Andhra Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir. However, the Ministry has an ongoing scheme for providing passenger oriented wayside amenities along National Highways under Government Sector as well as under Private Sector participation.

(b) Does not arise.

(c) and (d) Under Government Sector Scheme, a site at Palamaner on National Highway-4 in Andhra Pradesh has been identified for development of passenger oriented wayside amenities.

**प्रमुख पत्तनों की अतिरिक्त क्षमता**

6316. श्रीमती सुषमा स्वराज:
श्री राम जेठमलानी:

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि देश के प्रमुख पत्तनों की वर्तमान क्षमता 172.6 मिलियन टन है;

(ख) यदि हां, तो क्या यह भी सच है कि सरकार ने वित्तवर्ष क्षमता को बढ़ाकर 237 मिलियन टन तक करने का लक्ष्य निर्धारित किया है;

(ग) यदि हां, तो यह अतिरिक्त क्षमता कब तक सृजित कर ली जायेगी और इस प्रयोजन के लिए कितनी अतिरिक्त धनराशि की आवश्यकता पड़ने का अनुमान है,

(घ) क्या सरकार ने यह राशि प्राप्त करने हेतु विभिन्न वित्तीय स्रोतों की पहचान कर ली है; और

(ङ) यदि हां, तो किन-किन स्रोतों से कितनी-कितनी धनराशि प्राप्त करने का विचार है?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर): (क) और (ख) देश के पत्तनों की वर्तमान क्षमता 173.04 मिलियन टन है। आठवीं योजना के अनुसार, योजना के अंत तक क्षमता को बढ़ा कर 237 मिलियन टन किया जाना है।

(ग) नौवीं योजना के प्रारंभ में 237 मिलियन टन की क्षमता प्राप्त कर ली जाएगी। तथापि, इसमें से 216 मिलियन टन की क्षमता तो आठवीं योजना 1992-97 में ही प्राप्त कर ली जाएगी। आठवीं योजना में इस प्रयोजनार्थ 2984 करोड़ रु० का परिव्यय उपलब्ध कराया गया है।

(घ) और (ङ) जी हां। वित्त घोषणा की अनुमोदित प्रणाली के अनुसार, 1740 करोड़ रु० की राशि महापत्तनों, अंतर-निगम ऋणों और प्रयोक्ताओं के आंतरिक संसाधनों में से जुटाई जाएगी। शेष 1244 करोड़ रु० की राशि बजटीय सहायता के माध्यम से उपलब्ध होने की आशा है जिसमें लगभग 946 करोड़ रु० का विदेशी मुद्रा अंश भी शामिल है।

**Improvement of Roads**

6317. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are considering to give a new shape to roads and devclop a new road policy; and

(b) if so, the details thereof and the reasons for devising such a policy?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) In view of constraint of budgetary resources, the Government is contemplating to invite private sector participation for development of National Highways. Under the scheme, the private entrepreneurs will be asked to develop a highway facility from their own resources and will be granted permission to collect fees from the user for a specified period whereafter the facility will revert to the Government.

**Demurrage to Ship Owners**

6318. SHRI V. NARAYANASAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) how much foreign exchange has been paid in the financial years 1992-93, 1993-94 and 1994-95 as demurrage (waiting cost) to ship owners, Indian or foreign, for ships waiting to discharge/pick up dry cargo for import and export at ports in India; and

(b) how much of this demurrage was paid specifically for the import of fertilizers in the same financial years?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The ports do not pay demurrage or waiting cost to ship owners for ships waiting to discharge/pick up dry cargo at ports; nor do the ports charge demurrage on such ships. The charges towards ships' waiting cost, if any, are being paid by the importers/exporters to the ships owners or their agents directly without inolving the ports in any manner. Such charges, as a normal practice, are included either in the freight and incidental charges or in the terms and conditions of the charter party agreements between the shippers and the shipping lines concerned.

The majority of the importers/exporters, particularly after liberalisation and decontrol of many commodities by the Government, are private parties. Therefore, no statistics are being maintained about the monies paid by one private party to another; nor would it be practicable in view of the fact that thousands of importers/exporters are dealing in multitudes of products/commodities, through shipping lines the world over, at various minor and major ports in India.

**Development of Rewa Board in Muzaffarpur**

6319. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the participation of the Ministry of Surface Transport in the development of the REWA board of Muzaffarpur District of Bihar, which has been taken over by Japan for improvement as Budhist Centre at Vaishali?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): The Central Government is primarily responsible for development and maintenance of National Highways in the country and all roads other than National Highways is essentially the responsibility of the concerned State. Presumably the